safety of the whole affair depends upon the stop-k which lets off the water into the boilers being watched with unremitting vigilance. The neglect this for half an hour would allow steam to generate is for half an hour would then, in plain terms, become a gantic boiler, without a valve or any means of letg off its steam, save by blowing up. This was the
paratus which, as I have explained, in order to
paratus which, as I have explained, in order to apparatus which, as I have explained, in order to economize heat and cool the saloons, it was proposed to introduce on board the Great Eastern in the three funnels to the screw engine, and the two forward fannels for the paddles. Messrs. Bolton and Watt were intrusted with the construction of the screw engines and boilers, and they at once firmly refused to have any such casing round their funnels, or attached to their engines in any way whatever. I am not aware of the precise reason on which they grounded their refusal, though doubtless they rested mainly on the obvious fact, that the plan had been tried over and ever again and always failed, with more or less of insorvenience or dieaster. The plan, however, was adopted for the two paddle funnels, though at about that time the Collins line of steamers, which had tried the plan for nearly three years, discarded it as often the plan for nearly three years, discarded it as often dangerous and always worthless. The casings of the two forward funnels of the Great Eastern held each about seven or eight tune of water, and the forward one, at least, it is now evident, might have exploded at any moment during the voyage, when the grand saloon was filled with the visitors on board to listen to the admirable music of the ship's band."

The explosion is thus described by the same corre "The visitors who were passenger on board num-bered about 100, and, as may readily be believed, in-cluded among them some of the most distinguished Lavigators, engineers, and scientific men in Europe. All, as usual, were assembled at dinner at about 54 o'clock on Friday, when before the dessert came on, two gen-tlemen left the Chairman's table to look at the coast near Hastings. Mr. Campbell, the Marquis of Stafford, Earl of Mount charles, Lord Alfred Paget, and a few others followed, without waiting for dessert. The demear Hastings. Mr. Campbell, the Marquis of Stafford, Earl of Mount charles, Lord Alfred Poget, and a few others followed, without waiting for dessert. The departure of these gentlemen from the saloon, as it happened, broke up the dinner party, and instead of retiring to the grand saloon, as usual, nearly all the visitors came on deck, and went right forward in the bows. About 30 remained at table—a few were on the bridge with Mr. Campbell, and thus, by a most mereiful interposition, it happened, for the first time during the voyage, that there was no one sitting in the grand saloon, and no one on the little raises deck round the foremast funnel. One or two gentlemen were coogratuating Mr. Campbell on the almost marvellous success of the ship, when in the space of a second there was a terrific explosion. The forward part of the deck appeared to spring like a mine, blowing the funnel up into the air. There was a confused heavy roar, amid which came the awful erash of timber and iron mingled together with frightful uproar, and then all was hidden in a rush of steam. Blinded and almost stunned by the overwhelming concussion, those on the bridge stood motionless in the white vapor till they were reminded of the necessity of seeking shelter by the shower of wreck—glass, gilt work, saloon ornaments, and pieces of wood, which began to fall like rain in all directions. The prolonged elatter of these as they fell prevented any one aft the bridge from moving, and though all knew that a fearful excident had occurred, none were aware of its extent or what was likely next to happen. After a short in elatter of these as they fell prevented any one aft the bridge from moving, and though all knew that a fearful accident had occurred, none were aware of its extent or what was likely next to happen. After a short interval, during which the white steam still obscured all aft the funnel, Captain Comstock, who was on the bridge, tried to see what had occurred, but he could enly ascertair, by peering over the edge of the paddle-box, that the vessel's sides were uninjured, and the engines still going. Gradually then, as the steam cleared off, the foremost funnel could be seen lying like a log across the deck, which was covered with bits of glass, giding, fragments of curtains and silk hangings, window frames, acraps of wood blown into eplinters, and a mass of fragments, which had evidently come from the cabin fittings of the lower deck, beneath the grand saloon. In the middle was a great heap of rubbish where the funnel had stood, from which the condensed steam was rushing up in a white, and therefore not hot, vapor, but enough to hide completely all that had happened below. In another minute all the passengers came rushing toward the spot. The 29 or 30 who had remained at table in the saloon next that which blew up came on deck also, and it will give your readers some idea of the grantic strength of the vessel when I tell them that these latter until they actually saw the smash were almost naware of the terrific explosion which had occurred beside them. It was only the dull, heavy roar, followed by the ratiling of fragments as they rained down on and through the skylights which were almost unaware of the terrific explosion which had occurred beside them. It was only the dull, heavy roar, followed by the rattling of fragments as they rained down on and through the skylights which warned them that something dreadful had occurred. Still nore knew what had really happened or what injury the vessel had sustained. Capt. Harrison, who was aft at the moment, rushed forward, and, seizing a rope, lowered himself down through the steam into the wreck of the grand saloon, and, calling to six men to follow him, began a search among the rains for those who might have been below. The only one in the apartment was his own little daughter, who had just arrived at the after part at the moment of the explosion, and who, completely sheltered by the wroughteron bulkhead, had escaped, by a miracle, totally unaurt. Capt. Harrison merely gave the order to pass her up through the sky-lights, and centinued his search. This was no easy matter. The wreck and rubbish piled in all directions in the ladies' small saloon, forward of the finnel, made it difficult to move about. The steam hid almost every object; the place was broken, the floor in parts upheaved and riven, so as to show a still more frightful smash in the saloons and cabins below. Through these apertures the bright glare beneath the lower deck of all showed that the furnace doors had either been blown open or blown turnace doors had either been blown open or blown away, and the funnel being gone, the draught was down the remains of the chimney, forcing out the flames and ashes in a fierce and dangerous stream. This, as the embers touched water, sent up a close, sufdown the remains of the chimney, forcing out the flames and ashes in a fierce and dangerous stream. This, as the embers touched water, sent up a close, enf-focating air—half steam, half gas—in which it was difficult to see, and almost impossible to breathe. In the mean time, most on board, including the visitore, took steps to restore order and confidence. As I have aiready said, there were fortunately no holiday tourists there, or the matter would have been much worse. Some of the ablest engineers and machinists were on deck, who could pretty well guess what had happened, and what worse might follow. A funnel, filled similarly to that which had blown up, was evidently getting intensely hot, and of those present none knew to what extent its "jacket," or outer casing, had been damaged, or how soon it might explode. Mr. Scott Russell, followed by one or two engineers, at once went below to the furnaces of these hollers, and ordered the steam to be blown off, the speed of the engines to be reduced, any every precaution taken to guard against mishap. Mr. Campbell remained calin and collected on deck, getting the crew forward and preventing any unnecessary alarm. Some of the men instantly went below to search for those employed is the stoke-holes, whom it was now evident must be fearfully injured, if indeed alive. Mr. Trotman, with one or two others, went below to the lower deck cabins, where one at least was known to be covered by the wreck, while Capt. Harrison came on deck and ordered the ship's course to be altered toward the land till it could be ascertained that there was no immediate danger from fire or injury to the frame of the vessel below. The former risk appeared to be the most imminent, as the flames were still rushing fiercely from the furnace doors. The hose was got at once into play, and a stream of water was poured down into the stokehole beneath the lower deck, so as in a few minutes to quench the fire in the furnaces, and put at rest all fear of danger from that source. Within twenty minutes after

being now at an end, those who chose were enabled to go down and examine for themselves the scene of the disaster. The litter on the deck showed that in the compartment in which it had taken place, and where it was confined by the wrought-iron bulkheads, it had been wide and general. The fore part of Mr. Crace's beautiful saloon was a pile of glitteris g rubbish, a mere confused mass of boards, carpet shreds, hanging mirrors salt frames and salinters of consumpts: Crace's beautiful saloon was a pile of glitterit g rubbish, a mere confused mass of boards, carpet shreds, hangings, mirrors, gilt frames, and splinters of ornaments: the rich gilt castings were broken and thrown down, the brass work ripped, the handsome castiron columns round the funnel overturned and strewed about. In the more forward part, a state sitting-room for ladies, every single thing was destroyed, and the wooden flooring broken and wrenched up. What the consequence would have been if it had taken place an hour later, when the visitors would be sitting in the saloon, is almost fearful to think upon. But the damage in this part seemed a mere bagatelle when compared with the ravages among the lower deck cabins beneath. It was difficult to go down there, for the whole place was filled with fragments of boards, chairs, beds, cabin fittings, broken steam pipes and syphon tubes, torn-out rivets, and masses of the inner and outer funnels rent to pieces like calieo, and lying about like heaps of crumpled cardboard. Everything was in literal fragments. The course of the explosion could then be seen at once. The water, or rather steam, in the casing had crushed in the inner casing, blowing up the funnel above deck, while both funnels below it were torn to pieces and hurled about, sometimes in single rivets or scraps no longer than one's hand, sometimes in crumpled up lumps weighing several hundred weight. Beneath this deck, toward the stokehole, where the remnants of the funnel left a yawning hole like an extinct volcano, the force of the explosion was still more manifest. Not only was the iron compartment nearest to the boiler partly rent and pushed back, but one of

the main deck beams, an enormously massive wroughtiron girder about two feet deep, and strengthered with
angle irons, was wrenched back and nearly bent in
halves. In some parts the explosion seems to have acted
with the capricious violence of lightning. Thus, in
the grand saloon the two largest mirrors on each side
of it, ronning fore and aft, were quite unbroken,
though the silvering was boiled off the backs of both
by the heat of the steam. By the side of these glasses
cast iron columns were bent and broken, and mirrors
at four times the distance from the seat of the disaster
were almost pulverized, and their framings even deat four times the distance from the seat of the disaster were almost pulverized, and their framings even destroyed. The beautiful oak staircases descending to the saloons were blown up like cardwork lyet not a book on the library shelves, close to the funnel, was stirred. At the bottom of the stokehole I found one of the gilt framings, which were placed round the windows of the saloon; it was perfectly uninjured. For your readers to understand this singularity they must suppose one house—eay number eight—to havelhad an explosion in its cellar, and among the rain is found uninjured, a drawing-room picture belonging to the next-door neighbor at number nine. The boier, as far as can be judged from a superficial examination, stands firm; a close scruttry, however, will be necessary to eable the engineers to determine whether any part of it, more especially its tubes, are injured. It seems enable the engineers to determine whether any part of it, more especially its tubes, are injured. It seems almost too much to hope that when such a severe concussion was experienced, it can have escaped entirely without injury. Near and upon the boiler lie scraps and morsels of the funtels, which show where the first tearing away commenced before the inner casing was blown up to the deck.

The following are the names of those killed and innerd:

nred:
Mr. William Briscoe, engineer; slightly injured.
John Boyd, fireman; dead.
Michael M'Irroy, fireman; dead.
Michael Mahon, fireman; dead.
Edward Patrick Gorman, trimmer; jumped overboard tecape he steam, and lost.
William Tait, trimmer; expected to recover.
John Yoxton, trimmer; expected to recover.
Richard Edwards, fireman; ditto.
William Byarks, fireman; ditto.
William Byarks, fireman; ditto.
Walter Woodward, fireman; ditto.
Walter Woodward, fireman; ditto.
We give below a summary of the testimony give

We give below a summary of the testimony given on the Inquest:

on the Inquest:

The Coroner's inquest on the bodies of the five unfortunate stokers—John Boyd, Michael Mahon, Michael McMotoy, Robert Adams, and Richard Edwards—was held at the Town Hall at Weymouth, before Mr. Henry Lock, the Coroner for Dorset.

The first witness examined was James Briscoe, the junior engineer of the paddle engine department, who said that it was his duty to attend to the direction of the engineers in charge of the paddle-enginee on duty, and to render assistance under their direction. He was told not to meddle with or make himself responsible for any of the cocks or valves. The donkey-engine which pumped into the boller was out of order, and did not perform its duty satisfactorily. The donkey engine on the port side of the ship in the forward stoke-hole had broken down. One minute before the explosion, Mr. M'Lennan, the chief engineer of the ship, came down to wirness, and looked to the saturation of the water in the boilers, and said, on leaving. emp, came down to wirees, and looked to the satura-tion of the water in the boilers, and said, on leaving, that everything seemed right; knew that the bursting of the water-heater round the forward funnel caused the explosion. At the time of the explosion, the boilers were not being fed from the casing, which was evident from the low temperature of the water going into the boiler. They had ceased to feed the boilers from the water caping he helieved to get a grater. from the water casing, he believed, to get a greater amount of water into the boiler. If the water casing had been regularly kept supplied with water, and a continual flow in and out, the accident would not have happened. There were two stand pipes to the water-casing, which, if open, would have prevented it. Mr. Brenton, one of Mr. Brunel's principal engineers

was called to give evidence to the probable cause of the accident. Witness was accompanied in his ex-amination by Mr. M'Connel (the engineer of the North-Western Railway), Mr. Scott Russell, Mr. Smith (the inventor of the ecrew-propeller), Mr. W. Smith (a civil engineer), and Mr. Bates, who represented the firm of Bolton and Watt. Witness and those with him came to a conclusion as to the cause of the accident. double funnel casing was not always applied to steam boilers. The fact of the wood-work aroun-funnel being blown away led witness to see the of the accident without the drawings or explanations. They accertained that the funnel was double for 40 feet of its length, the inside being 6 feet in diameter, and the ontside one 7 feet, leaving a space of 6 inches between the two all round. The water was contained between the two; the explosion took place about hair-way down, near the lower deck. The inner casing was way down, near the lower deck. The inner casing was collapsed, and the outer one burst out. The object of the casing was to provent the water being led direct to the boilers. There was an apparatus provided to prevent any excessive pressure accumulating in the water-jacket. This apparatus consisted of a "standpipe," which was carned to near the level of the top of the funnel, and communicated with the water-jacket, constituting a safety-valve. Being open at top, as soon as the pressure increases it runs out of the "stand-pipe." The hight of the column of water regulated the pressure in the jackets. From inquiry, they learned that the feed-water for the boiler was sent direct to the boiler, without passing through the funnel, as the donkey-engizes did not work satisfactorily; one of them being disabled, the other had to do the work of two. That accounted for the fac: of the communication between the boilers and the casing being shut off. An explosion ought not to have occurred if the "standpipe" was in operation. Their attention was called to the state of the stand-pipe, and they found at the bottom of it a plug capable of being turned. It was shut off, leaving no vent for the steam generated in the tom of it a plug capable of being turned. It was that off, leaving no vent for the steam generated in the case. If the "stand-pipe" had been in operation, or if the feed was continued through the jacket, the explosion would not have occurred. The steam must have gone on generaing till the cylinder burst. No one seemed to know how, when, or by whom the cock was shut. Two or three days before the ship sailed, the "stand-pipe" not being high enough, a piece was added to it, so that up to that time the cock must have been open. It was supposed to have been closed by some workman for some purpose, and not to have been again opened. If the cock had been taken off, the accident could never have happened. The cock was put on to test the cases by hydraulic pressure, and had not been removed. The cock could not have been closed by the force of the explosion, or, indeed, witness could not conceive the accident occurring.

The inquest was recumed next day, Mr. John Scott Russell having come from London to be present.

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Mr. John Dickson, foreman to Mr. Russell, and

Mr. John Dickson, foremen to Mr. Russell, and under whose superintendence the machinery of the paddle engines was fitted, was also present, and Mr. M'Lennan, the chief engineer of the Great Eastern.

The Coroner said that, on the opening of the inquest, he had at once considered that it was a case which ought to be adjourned, in order that the Jury might have the assistance of some of the surveyors from the Board of Trade. He had accordingly communicated with the Board of Trade, and received a letter in reply the previous day, which stated that it was impossible that Capt. Robertson, the Surveyor General, could attend the inquiry before Saturday next. He therefore thought that, under those circumstances, it would be most advisable that the Jury should have the benefit of the experience of those officers, and, with their permission, he would adjourn further proceedings till Saturday morning at 9 o'clock. He (the Coroner) trusted that both the Company and Mr. Scott Russell would be ready on that occasion with any evidence which be ready on that occasion with any evidence which could throw the smallest light upon the causes which had led to so disastrous an accident. Mr. Scott Russell said it would be proved by wit-

nesses that the cock of the valve was open on Taesday, and when the vessel left the river on Wednesday. The inquiry was then adjourned till Saturday morn-

The interest evinced by the public in this part of the

The interest evinced by the public in this part of the country in all relating to the ship seems as great as ever. Nearly 6,000 persons paid their half-crowns to go on board, and promenaded the deck all day, defying the squalls of wind and rain with an endurance worthy of a better cause.

The repair of the damages inflicted by the explosion has already commenced, Mr. Scott Russell having contracted to restore the whole for £5,000. If it should turn out that either of the forward boilers has been injured, £5,000 will scarcely suffice for the entire restoration. From the fact of there having been no escape of steam from either of the boilers at the time of the explosion, when there was a pressure on each of 2015, it is believed that they have escaped without material injury. The mere joinery of the oabin fittings and the redecoration of the grand saloon can, and doubtless will, soon be completed. With the ironwork, however, it is a different affair. All this must be executed in London from the working drawings of the vessel and sent down piecemeal by rail to Weymouth, where it can be boiled together on board the ship. Mr. Scott Russell's contract is to finish the whole ship in her former state as she left the river, withis three weeks.

FRANCE.

From Our Own Correspondent. PARIS, Sept. 13, 1859.

The Moniteur of last Friday broke the long sience that has been so much complained of. Its leader that day is a veritable "sensation article." and kicked up a rumpus in the minds of men. o whose extent and violence no refined, classic phrase conveys an adequate ides. The substance, if not the full text of it, should have been transmitted to England by telegraph before the departure of the Saturday's steamer for Liverpool. Its intrinsic importance well merited such telegraphic attention. To convey a notion of the first impression it made upon us here photography need be called in aid. It brought out on men's countenances that expression which in this lamentably imperfect penand ink sketch is best represented by the word flabbergastedness. To describe something of the change which this impression and expression have since undergone is the difficult task which your

reporter undertakes in this letter. The article was communicated direct from St. Sauveur. That it was plenarily "inspired" by the Emperor, and even verbally, appears in the first sentence, wherein you will notice just that certain tart irritability that marks several of his later tart irritability that marks several of his later efforts—the address to the Great Bodies of State at St. Cloud the other day, for example. A declession, by the way, from the calm of his early style that is worthy of remark. "When facts "speak for themselves, it seems at first sight use-"less to explain them." His Majesty reminds one of an impatient schoolmaster scoiding the boys for not understanding by instinct what he so well comprehends that he overlooks the processes by which the knowledge was attained; or of that youth who knew his father so easy that the ignorance of others in that regard surprised him. However, he recognizes in the next sentence that these self-speaking facts, these "simplest things" have been so dis-figured by passion and intrigue that an explanation is become indispensable. He is quite right, then. Very few people knew what the simple things were. Even the explanation has required as much study as Bradshaw's Railway Guide, bringing us all at first, as I said, to a stand-still, then leading searchers for the truth into a labyrinth of conjectures, many of which are already relinquished as er-roneous, and now guiding the foremost of us into little better than a cul de sac, a turn-again alley. The simplest things were to the voting popula-tions of Central Italy, to English statesmen, own correspondents, able editors, and the rest of the world, official and non-official, inscrutably complex

things. Up to Friday morning last past, they ignorant of the most important chose in all that Villafranca business, to wit, that the restoration of the Dukes was the "sine qua non condition" urged by Austria and accepted by France, to the recognition by the former of an Italian nationality and of the rights of humanity in Venetis, if not even of all the conquests of the Franco-Sardinian arms. Directly they came to know these "things," and recovered from the surprise the knowledge brought with it we grew exceedingly curious to learn who were they who, already knowing had been disfiguring them by passion and in-trigue. Not Francis Joseph and his party, who knew, indeed, but whom the "explanation" represents as having frankly and resolutely renounced the devil and all his works—I mean the old Austrian policy, "which is dangerous, perhaps, but "not without glory" of dominion—in Italy on above mentioned sine qua non condition. Not the Zurich plening tentiones without glory and non-condition. Zurich plenipotentiaries either who were knowing: and so proceeding by that process of reasoning which we style rose d'erclusion, we came conclu sively to Victor Emanuel and his Ministry and the heads of the provisional governments and Garibaldi, the late close allies and companions in arms and policy of the Imperial editor. It must be those personages to whom he refers when he writes:
"If, after the peace, the destinies of Italy had been intrusted to men more interested in the future of the common country than in little partial advantages, the aim of their efforts would have "vantages, the aim of their efforts would have
"been to develop and not to trainmel up
"the consequences of the treaty of Villa"franca." To this conclusion, among others,
the indispensable explanation had led and was leading people shortly after its publication. How could
they escape it? But how could they keep to it? For they compared it with Victor Emanuel's re sponse to the Tuscan delegation the other Sunday with the significance attributed to that response not merely by the mass of the Tuscan people butby not merely by the mass of the Tuscan people butby solemnly constituted Tuscan and Sardinian officials at official banquets and otherwheres, and with the fact that Louis Napoleon had had time and opportunity, which it was not conceivable he should neglect, to be informed of its terms, not to say to "inspire" them. But if we were forced by the severity of this condemnation to suppose that the proceedings of the Italian leaders were really disapproved of by its author, we were still greatly proved of by its author, we were still greatly puzzled to explain the late date he chose for its publication. If the great body of Italians, who, with an approach to unanimity that is almost suspicious, have deciared the forfeiture of the Dukes, instead of being encouraged to a free expression of their wishes, had been told, by the same authority that promised cit zenship of a great country as a re compense for their soldiership on the morrow of victory—had they been told, instead, that they were rivetting the chains of the Venetians, bringing upon themselves an unaided struggle with the armies of Austria, and so far as Parms and Modens were conserned, throwing away a chance for the fulfill ment of the very wishes they were so idly expressing, it is possible that, wiser than their leaders, they might bave profited by the warning. Now, when the evil is done and alarmingly past remely. such imperial doctrine seems profitable neither

correction nor instruction. Before going further, let your reporter again observe that he is not giving his own comments on the article of the Moniteur, but his attempt at editing those of the public, or at least those of a considerable portion of the public. To record in detail the opinions of all parties, so far as they have come to light, would form a most voluminous and chaotic collection. I aim to give some notion of the general drift of public opinion, which has changed its course from day to day, but tends more and more to set in one direction. I reserve for the close of the letter some side comments, and would not venture to guess what quite different course it and they may take or be driven into within the next twenty four hours; for, to quote a phrase from a brother of the quill, which has the merit—not inconsiderable for an own correspondent-of being at least half true, "Si, c'est la sagesse

ent—of being at least half true, "Si, c'est la sagesse "qui regne aujourd'hui, c'est l'impreva qui la "revile." A new Imperial leader in to-morrow morning's Moniteur may upset all the conclusions of to-day; and the telegraphic report reaching you by the same steamer that brings this letter may throw my MS. into the useless waste of past his tory. "His reigning Majesty reveals his wisdom by surprise," which is the essence of a kind of wit he is very fond of indulging at other people's ex-

pense.
Officials in the ministries were as much "taken aback" as the general reader last Friday, by the abaca as the general reader last rinay, by the famous article that was probably penned on Thursday. Something was anticipated from the visit of the Austrian Embassador to St. Sauveur, but not this definite thing. The first emotion was very great and general, but of the sort Mr. Carlyle would style dumb and inarticulate. The first remark was an exclamation mark! then followed interro-gation "What do you think of it " and so gradu-ally we arrived at reflection, and "What I think of it." Not all have yet reached this last stage. Some of the so called government organs do not yet venture to think at all, but keep allence or utter their no-thought in the old formula of unqualified laudation. The liberal opposition journals have come to express themselves pretty freely, finding in or forcing upon the "explanation" a sense most favorable to the prospects of Italian independence-none of them more freely than the Opinion National, a first class newspaper just started here, which a list class newspaper just started here, which passes, rightly or wrongly, for the "organ" of Prince Napoleon. On this last account its decided advocacy of the "annexation doctrine" is perhaps worth noting. Nothing has yet appeared in its columns in any way favoring the idea of transferring the Tuscan Crown to the head of that Prince,

though we hear enough of it from other quarters. But to turn back and go on (the apparent con tradiction in the phrase corresponds well enough with the eddying drift) with the public's progress in interpreting the last Napoleonic ideas on Italy. The proceedings are condemned, indeed, but one when they have become, under the very ideas of their severe judge, very like fixed facts. In the same breath Francis Joseph is, as it were, patted on the back, indersed, as the Americans say, as good for a large amount of virtues and promises, but mainly relieved from the practice and fulfill-ment of them by reason of said proceedings. If the Italians now choose to persist, why, they do so at their own risk and peril. "But the Dukes" (least of all that letter-writing Modenese one, we guess) "will not be brought back by force; that much I. L. N. B., have declared; if you do not

take them back, Venetia must suffer; have secured your astionality, I think, by the late war; shall not go into another war for that idea, and observe that none but the nation I lead is in the ideal nighting line; I have done my part, and now leave you to settle the best you can single-handed with Austria; sincerely hope you may get a Congress, but do not clearly see how you can get more out of it than you have out of me; and so, wishing you Godspeed, I withdraw from the business as active partner." But now people say, France retains a large interest in the concern (50,000 troops); the peaceful return of the Archdukes is a rank impossibility; the dastardly, characteristic threat to make the Venetians answerable for the contumacy make the Venetians answerable for the contumacy of the Tuscans, though its execution is more to be feared than execution of good promises in case of their submission, is to be hoped is so unlikely to work its estensible purpose that the open statement of it by Louis Napoleon must be a sly sort of malice, intended to damage his young friend F. Joseph rather than seriously to persuade the Italians to repentance; the imperial leader, then, has not changed the facts in the case; the Italian question is as complicated as ever, but a European Congress, whose business it will be to devise some Congress, whose business it will be to devise some way of settling it, is more patently necessary than ever; until it meets, and pending its debates, the provisional state of Central Italy continues, and is much gained for the final triumph, if not of Italian liberty, at least of one of the necessary prehminaries to it—Italian independence of Austria.

To day the interpretation of the article of the

Moniteur is still more hopeful, for I read in the Min-isterial journals of Turin that it gives no dissatisfaction to Italian readers. One of them states, with a semblance of authority, that the King was in advance informed of its purport. So that now we begin to doubt if Victor Emanuel and Company were ever meant to be condemned as intriguers, etc. Some of the longer sighted fancy they discover even English statesmen under that ailusion, the it is difficult to guess how the destinies of Italy after the peace fell into their hands. It is furthermere rumored that the Emperor was partly provoked to the issuing of this manifesto by the uncomfortable warmth of Lord John Russell's argument, addressed to the Vienna Cabinet, in favor of popular rights and con-intervention. Had the English Ministry of six months ago shown the same

spirit the war might have been avoided.

To keep to Paris and the rumors, conjectures. suggestions and inventions of its ingenious people. It being ascertained that Richard's Metternich's visit to St. Sauveur was contemporaneous with the dispatch thence to the Moniteur of the famous artisome infer, with more or less aid from reason and imagination, that the close Austro-French alliance was as good as agreed upon then; that the plan of an Austro-Franco-Russian alliance for the purpose of isolating (say, ultimately, invading) Englant, disabling Prussia and dismembering Turkey is sketched out, and in a way to be carried out; that the interview of Napoleon and Francis Joseph for the arrangement of these and the Itslian affairs will

surely take place in Switzerland. editor of the Siecle, gravely, but with friendly unction, suggests to Austria the plan of seiling out her Italian interests for a large sum of money down, as the only means of escaping bankruptcy, and safely carrying on, with the capital so acquired, the over-extended business of the House of Hapsburg. One set of talkers are busy with the construction of the Kingdom of Etruria, over the construction of the Kingdom of Etrura, over which Prince Napoleon is to reign. That, they say, is to be the extreme of the interview of the two autocrats. The Archdukes, in this scheme, are to resign their claims into the hands of the head of their house. Archduke Ferdinand is to have, in return, the throne of the United Danubian Principalities. As for the Modena man, he is old, childless, and asks no compensation. His Duchy would fall to the House of Austria, in any case, at his death. To the two Duchies are to be injured. his death. To the two Duchies are to be joined Parma (of whose Duchess and little Duke no power Parms (of whose Duchess and little Duke no power but Spain takes any friendly notice at present) and the Legations; the Legations, however, would be governed by King Napoleon of Etruria, in his quali-ty of vassal to Rome, to which power he would pay homage and tribute for them. Louis Napoleon is to "labor" with Victor Emanuel to engage him to persuade the Italians to transfer their suffrages to his arm in labor. The merit of another. "combination" on-in-law. The merit of another "combination" showing still more inventive genious is attributed to the King of Belgium, who is just now confabulating with the Emperor at Biarritz. It would do credit to the Manchester Guardian. The component parts of this "solution," which are approved of by England, are as follows: Victor Emsnuel to be King of Kingdom of Upper Italy— Piedmont, Lombardy, and the three Duchies composing his realm; Savoy to be ceded to France; Corsica to be given to the Franco-Italian Duchess, Louise of Parms; the island of Sardinia to be transferred to the dispossessed Duke of Tuscany; England to contribute Malta to the Duke of Mo-dena, where that ingenious gentleman may find appropriate occupation in restoring the Order of the Island. England, in exchange for this important cession, to receive the abandonment of the plans of the Suez Canal, and a recognition of right to the lale of Perim, of which, the Desbats has been devil-possessed; Austria to give up pretty much everything but honorary and ceremonial rights in Venetia; the Pope to Rome and the Legations, and settle at Jerusalem, which, with proper territorial surroundings, is to be purchased by subscription of the Catholic Powers, from the Sublime Porte, with a handsome balance over for running expenses; Naples, of course, joins the Confederation. You say this scheme is a canard, and so it is, which does not prove that it is not accepted seriously by some; as many of the parts of it, and those not the least absurd, have been seriously discussed at different times within the past six months.

Kossuth, who came to Paris in the first days of August, and has passed a part of his time here since, left a day or two ago for England.

Paris, Sept. 14.—The Monteur, of this morning, in article containing the details of the late treachery the Chinese, concludes thus: "The Government of the Emperor, and that of Great Britain, are about to take measures together to inflict chastisement and obtain every satisfaction which so flagrant an act of

"treachery requires."
TABLES, Sept. 12.—Their Majesties have left for Biarritz. They were received with enthusiastic scelar mations by the populace everywhere along their pas-

sage. PARIS, Sept. 12.—The Pays, of this evening, states Paris, Sept. 12.—The Pays, of this evening, states that Count Reisset has arrived at Paris. The same journal asserts that Count Walewski will leave on the 17th inst. for Biarritz, and also that an interview between the Emperor Napoleon and King Leopold will take place on the 14th.

Totlouse, Sept. 12.—The King of the Belgians arrived here to-day. To-morrow his Majesty proceeds to Bordeaux, and is expected to reach Biarritz on the 14th.

AUSTRIA.

The Vienna correspondent of The Landon Times says: The vienna correspondent of the Sth informs us that the Emperors Francis Joseph and Napoleon will soon meet at the Castle of Arenenberg. Prince Rickard Metternich will return this evening from Paris. It is said that his mission has been unsuccessful."

ITALY.

TURIN, Sept. 11 .- OFFICIAL DISPATCH, FLORENCE, Sept. 11.—To-day, Signor Ricasoli has published an order of the day, thanking the Guard, in the name of the country and the King of Sardinia, for their bearing and discipline, expressing confidence in the future, and hoping that the Guard and the regular troops would

and discipline, expressing connected in the task of the propert the wishes of the country.

Modera, Sept. 11.—The ex-Secretary in the Cabinet of Francis V. Keeper of the Privy Archives, and the ex-Secretary General in the late Ministry for Foreign Affairs, have acknowledged to-day before a Notary, the am henticity of the writing of the two letters from Francis V., abusing the Emperor Napoleon, France, and the other Western Powers. This declaration is in reply to the article in the Power.

Parms, Sept. 12.—The National Assembly voted unanimously, and by hallot, the annexation of the provinces of Parms to the kingdom of Sardinia, under the scepter of the glorious dynasty of Savoy. A solemn science reigned in the hell of the Assembly during the voting, but at the proclamation of the result of the ballot, enthusiastic cheers 12r Victor Emanuel burst forth from all parts. All prop. Calis made at yesterday's sitting have been adopted unanimously, and the following motions taken into consideration:

motions taken into consideration:
. The confirmation of Signor Fa vini as Dictator. The promulgation of the Statutes of Sardinia.
 The formation of a fund for the assistance of the Vegetian Volunteers. "The whole of the squadron had assembled off the Pemo by the 18th of June, and preparations were im-

SPAIN.

Letters received from Madrid to the 5th state that the English Embassador had addressed inquiries to the Government of Spain concerning the concentration of Spasish troops in Algeeiras. The reply of the Spanish Government is said to have been drawn up with great courtesy, but did not fully explain the reasons of the concentration of troops at this point. Some of the Madrid journals publish articles "on the necessity of taking Gibraltar from the English, no matter

what means."

INDIA.

CALCUTTA, Aug. 8.—The civil employees have raised objections to the threatened diminution of their salaries. The Commander-in-Chief has issued an order of the day, in which he addresses the European troops in a warning manner. The rebel fugitives in the mountains of Nepaul number about 8,000. Exchange 90 2000.

charge 20 a 202.

ADEN TELEGRAPH OFFICE, Sept. 1.—The Ottoman, from Bombay with dates to the 21st, has arrived. Some excitement exists among the Mohammedans of the Purjaub. The 5th and 6th Regiments of Madras Cavalry have shown symptoms of disaffection at

CHINA-

DEFEAT OF THE ALLIED FORCES. Correspondence of The London Times. Hose Kose, July 22, 1859.

Intelligence from the north is of the most disastrous nature, our forces having been repulsed at the entrance of the Peiho with very severe loss. Mr. Bruce arrived off the Peiho on the 18th of June, and sought commuoff the Peiho on the 18th of June, and sought communication with the authorities on thore. No officers of rank were found, but some messages were interchanged between some petty Mandarins and Mr. Bruce's suite. The tener of these was, that the foreign Ministers would be allowed to proceed to Pekin by a passage to the northward, but that no man-of-war would be allowed to enter the Peiho. They disclaimed acting under Imperial orders, stating that the forts and barriers were constructed by the country people to protect them against pirates. Failing to obtain any satisfactory intercourse, Mr. Bruce handed the matter over to Admiral Hope, who, on the 25th of June, proceeded to force a passage. force a passage.

The result is given in the inclosed extracts from The

The result is given in the inclosed extracts from The North China Herald of the 9th and 14th inst:

"Her Majesty's Ship —, off the Peiho, July I.

"On the 25th of June, the negotiations with the Chinese having come to nothing but a put-off to gain time, the Admiral with his flag flying in the Plover, followed by the gun boats Lee, Nimrod, Cormorant, Opessum, Banterer, Starling, Forester, Kestrel, Janus, and Haughty, proceeded to take up a position off the Peiho forts, ready to attack in case the Chinese should offer any resistance to clearing away the barriers. At 2 p. m., the stations having been pretty well obtained (with the exception of the Starling and Banterer, which were on shore, the former on the south and the latter on the north bank), the Plover and Opossum weighed; the latter proceeded to clear away a passage through the iron stakes which composed the first obstruction. Two of these having been drawn, the Plover, followed by the Opossum, passed through them, and also the second boom, which had been destroyed by the flag captain on the previous night. On arriving at the second, she attempted, together with the Opossum, to break through it, but without effect. Almost immediately, a single gun was fired at her, and directly all the macks were rolled up, and a tremendous fire was opened on the squadron, and the action became general. The Lee, by signal from the Plover, passed through the stakes to the support of the Admiral. The Flover and the Opossum were, however, soon opened on the squadron, and the action became general. The Lee, by signal from the Plover, passed through the stakes to the support of the Admiral. The Flover and the Opossum were, however, soon obliged to slip, the fire being too heavy for them, and, followed by the Lee, dropped clear of the stakes at 3:15. The gun-boat Plover suffered very much in killed and wounded. An efficier was sent to the recerve to order up reënforcements, but the tide was too strong for the boats to attempt to pull up. The American flag officer very kindly offered to tow the boats up to a position to enable them to reach the gun-boats. At 4:30 the enemys fire was slackened considerably, orders were sent down to the reserve for Marines and Naval Brigades to prepare to land, and the Forester and the Opossum, together with the Toeywan, proceeded and towed them to the Nimrod, the place of rendezvous. At an early period of the action the Atimiral had been wounded on board the Plover by a splinter in the thigh, and that vessel was aimost entirely disabled. He shifted his flag to the Opossum. When there he took his station on the caboose, and thence issued his orders, until a round shot cut the mainstay on which he was leaning, and caused him to fall to the deck, a hight of some eight feet, breaking a rib and severely shaking him. After a short time he left the Opossum in the Du Chayla's gig, and proceeded to the Cormorant, where he remained. At 5:45 the boats, having assembled alongside the Nimrod, pushed for the shore as near the stakes as possible, and opposite to the left bastion, about 600 yards distant from it. The landing here was composed of mud about knee deep, and the greatest difficulty was experienced in getting up the scaling ladders and bridges. The Marines and Naval Brigade, a small portion of which had only just landed, pushed to the front under a very heavy fire from six guns in flank and in front. The fire from the walls of gingalls, rifles, and arrows was also very heavy. "No check had hitherto taken place, but here a

"No check had hitherto taxen piace, our here a ditch, five feet deep and ten broad, occurred, and the men having no choice, plunged across, and thereby wetted their ammunition. A party of some 50 officers and men again pushed on and crossed another wet ditch, which took them within 20 yards of the wall. In the mean time Captains Shadwell and Vansittart, as also Colorel Lemon, having been wounded, the com-mand, deaplyed or Commanders Commercial and Major mands devolved on Commanders Commerell and Major Parke. It was now about 9 o'clock, and darkness had set in. The position of the landing party was most precarious; 50 officers and men alone remained in the first ditch, and about 150 in the second. Many had been killed and wounded, and, with the exception of a small body 150 yards further back, no receivements appeared to be offering, and the men aready at the front were perfectly exhausted, and without dry ummunition or rifles fit to use. The officers in vain encouraged their men to charge to the walls, but it was ineffectual; the men were few and done up, and even if they had not been, they never could have carried them against the thousands that lined the walls. Under these circumstances the comcould have carried them against the thousands that lined the walls. Under these circumstances the commanding officer depatched an officer to the rear to ask for instructions, and the senior officer sent him back immediately with orders for the force to withdraw, as no reënforcements could be sent. Directly this order was received, the wounded were dispatched to the rear by twos and threes, and two hours having been given them to get to the boats, the small advanced party retreated in good order from ditch to ditch, examining the ground in their retreat for any wounded that might have been overlooked. Many poor fellows, alas! in the retreat fell to rise no more, but the wounded were saved and brought off.

"In the mean time the boats of the squadron under Capt. Wiles employed themselves in embarking the

"In the mean time the boats of the squadron under Capt. Wiles employed themselves in embarking the wounded, and the landing party, and I o'clock, or a little after, they were all off. The gun-boats did their daty ably, and covered the landing party up to the latest moment it was prudent to fire, and shortly after, as a testimony of their hard-fought day, the Lee and Kestrel sink, and the Haughty just managed to keep herself afteat till the morning, when she went down, but fortune ely out of range. At 3 a. m. the Cormorant, with the Admiration board, full of wounded, was so fast aground that it was considered necessary to leave her, as she was right under the batteries, and at daylight the enemy would doubtless concentrate their fire on her, whereas if she were temporarily abundoned it was hoped that the enemy would cease firing on her, and the next night we should be able to get her off. For the same reasons the Plover and Starling, both immovably aground, were cleared of their crews. The morning of the 25th showed our squadron in sal condition; hardly a gun-boat but was disabled. However, during the day the carpenters of the squadron were morning of the 26th showed our equatron in sai condition; hardly a gun-boat but was disabled. However, during the day the carpenters of the squadron were employed patching them up temporarily, and the Starling having floated, her second master proceeded in a dingy and cut her cable, when she drifted out of range with the ebb. Two night attempts were made by Capt. Willes to recover the Cormorant and the Plover, but without success. The Cormorant's ship's company having remained till 11 a. m. to endeavor to float her, a most terrific fire was opened upon her from batteries both north and south, and it soon became evident that she was sinking. Orders were therefore sent down to Commander Wodehouse ordering him to abandon her if he had no hopes. Her ship's company and officers were embarked accordingly, but not before the water was up to her lower deck, and haif an hour afterward she went down head forement. The same night fresh attempts were made on the Plover, but it was found impracticable, as she was full of water and gave no hope of her being able to float. At daylight the Kestrel, sunk on the 25th under the batteries, was observed drifting out, and having been towed by the Janus into shoal water, was eventually recovered. During that day the enemy got on board the Plover over the mud. shoal water, was eventually recovered. During that day the enemy got on board the Plover over the mud, and saved us the trouble of destroying her by setting her on fire themselves, but not before a great portion of her stores had been recovered.

"The next two or three days the boats of the Chesapeaks were employed destroying the abandoned vessels as much as possible.

peaks were employed destroying the abandoned vessels as much as possible. "I have no time to add more, as I hear a vessel is going to Shanghae. Pray let me hear from you as soon as possible. We shall in all probability remain in the Gulf till nearly the last."

"Her Majesty's Ship —, off the Priho, 7

Inly 3, 1859.

mediately made in case warlike measures should be necessary, we in the squadron, however, never dreaming that the Chinese would be so mad as to resist. Several letters and messages passed between Mr. Bruce and the Mandarins, the purport of which will never be known until they are published in the English papers, but the question at Issue seemed in the end to have resolved itself into this: The Mandaring said that Mr. Bruces would be received at Pekin by end to have resolved itself into this: The Mandaring said that Mr. Bruce would be received at Pekin by going some round-about way, but that the river was blocked up by barriers, and no man-of-war would be allowed to pass. Mr. Bruce, on the other hand, was determined that he would go by the river, and force the passage if necessary. Of course the matter now fell into the Admiral's hands, and warlike operations immediately commerced. On the 24th the whole of the Naval and Marine Brigades, with the French frigate Du Chayla, were towed in over the bar and put on board some junks which had been detained for the purpose out of gurshot of the forts. The remainder of this day was spent in making the final preparation for an attack on the forts, which are very substantially built, and have evidently had the benefit of European skill in their construction, as did also their guns during for an attack on the forts, which are very substantially built, and have evidently had the benefit of European skill in their construction, as did also their guns during the action. The principal forts consist of three basicors, connected by curtains, and armed with guns of from 24-pounders to 50-pounders. One of these forts is on the south bank of the river, and another on the north, but that on the north runs at right-angles to the south batteries, and thus any ships anchoring parallel to the south forts—i. e., in the line of the river—are exposed to a raking or longitudinal fire from the north forts. Beside these, there are two or three other batteries which took part in the action, but without much effect. Four very formidable barriers ercesed the river, the outer one being so situated that it was not more than 600 yards from any gun in the batteries, and considerably less than that from most of them. The flag captain partially destroyed one of these barriers during the night of the 24th, but was fired on by the batteries, and retired.

considerably lees than that from most of these barriers during the night of the 24th, but was fired on by the batteries, and retired.

"On Saturday, June 25, the gunboats Janus, Kestrel, Lee, Hanghty, Plover, Starling, Opossuo, Banterer, and Forester, with the dispatch-vessels Nimrod and Cormorant, took up their positions, the inner gunboat, the Banterer, being close to the outer barrier on the north side of the river, the line of vessels crossing the stream from that point liagonally, or in a southerly direction. The Admiral had hoisted his flag on board the Plover, and, with the Opossum leading, he proceeded about 2 p. m. to force his way to the outer barrier. The Opossum steamed at it, but it was too strong for her; however, by hooking her anchor to one of the piles she managed to drag one up, and so made room to pass through, and then steamed on toward the second barrier. Every one now began to think that the Chinese were going to let us pass through quietly, but that idea was of very short duration, for the Admiral, following the Opossum, had no sooner pushed the bow of the Plover through the barrier, that bang went a gun from the batteries into her. She immediately returned it and the whole of the forts opened fire as if by magic (this was at 2:40 p. m). A tremendous cannerade ensued, and it lasted without intermission until between 4 and 5 oclock, the Chinese firing with remarkable precision and causing a terrible loss on heard the gun-boats, the Plover and Opossum had to as if by magic (this was at 2.40 p. m). A tremendous cannonade ensued, and it lasted without intermission until between 4 and 5 o'clock, the Chinese firing with remarkabel precision and causing a terrible loss on beard the gun-boats, the Piover and Opossum had to retrace their steps and join the rest of the squadron. So severe was the fire that its a very short time the Piover and two other gun-boats had to be rechorded from the Naval Brigade. The Admiral was wounded in the early part of the action, but refused to leave the deck. His gun boats were evidently a mark for the enemy until he shifted to the Cormorant. The tide failing, several of the vessels grounded, and the enemys fire was now cutting them to pieces below the water line. The southern batteries, however, had begun to slacken their fire, and it being thought that a landing might be effected with a good prospect of success, an officer was sent to inspect the proposed spot for the landing, and reported it practicable. The signal was immediately made for the landing parties, and the two brigades approached in two vessels for some distance, and then pulled in toward the shore. Directly they commenced landing, they were assailed by a tremendous ire from all the batteries, and dreadful carnage easued. The mud was so heavy that the men could scarcely struggle through it, and they were mowed down by dezens. Many who were wounded fell and were smothered in the mud; others were actually drowned in this dreadful morass from purafatigue. Many more contrived to push on toward the batteries, but scarcely a man had a dry cartridge. The two ditches were crossed, but the utter impossibility of bringing up scaling ladders or bridges through such a sea of mud baffled all attempts at storming. The Chinese threw out fine balls, which, in the darkness that had now come on, showed very distinctly the position of our people. Captain Shadwell, who commanded the Naval Brigade, having been severely wounded, and many other officers and men killed and wounded, it was but too ev Naval Brigades there can be no doubt that the forth would have been carried; as it was, their part of the fighting was a struggle against mud, and not against Chinamen. Between the 26th of June and this day we have managed to rescue all the vessels from under the guns of the batteries, except the Cormorant, Lee, and Plover; they are utterly destroyed, but the remainder have been patched up sufficently to make them float. The Kestrel floated out in the most extraordinary manner, and managed to steam out and join the rest of the squadron last evening; and the Chinese, who have kept up a desultory fire an our vessels ever since the 25th, are now left in the quiet enjoyment of their victory. The Americans, though they took no part in the action, have been extremely kind in assisting our wounded, and in various other ways have canned the good wishes of the whole squadron. I send you a list of the killed and wounded, which you will see is a very heavy one, considering that the total number of men of all arms engaged did not exceed 1,300. There may be one or two names omitted, but it is very difficult to discover among so many vessels who are in the list of casualties. I carnot now ascertain the number of examen and marines in each vessel, but the total loss, including officers and men of all arms, is 464 killed and wounded. The efficers are as follows:

"Casualties before the Petho Forts on Just CASUALTIES BEFORE THE PEINO FORTS ON JUST

25, 1859. RILLED. Lieut. Graves, R. N., the Assistance, killed on

Lieut. Clutterbuck, R. N., the Coromandel, killed on shore.
Lieut. Reson, R. N., the Plover, killed on board. Capt. M'Kenna, Royal Regiment, killed

Mr. Herbert, midshipman, the Chesapeake, killed n shore. Lieut. Woolridge, Royal Marine Brigade, killed of shore. Ligut. Inglie, Royal Marine, the Highflyer, killed in

Admiral Hope, severely.

Capt. Vansitart, the Magicienne, loss of left leg below knee.

Capt. Shadwell, the Highflyer, severe wound of

Capt. Willes, the Chesspeake, slightly.
Col. Lemon, Royal Marine Brigade, severely.
Lieut. Purvis, R. N., the Hightlyer, slightly.
Lieut. Buckle, Magicienne, slightly.
Mr. Burniston, master, the Banterer, slightly.
Mr. Armitage, midshipman, the Craiser, severely.
Mr. Powlett, midshipman, the Cambrian, severely.
Mr. Phillips, second master, the Plover, slightly.
Lieut. Longley, Royal Engineers, the Plover, severely.

erely. The Rev. H. Hewliatt, chaplain, Royal Marine Brig de, severely.
Capt. Masters, the Chesapeake.
Capt. Slaughter, Royal Marine Brigade.
Lieut. Williams, Royal Marine Artillery.
Lieut. Crawford, Royal Marine Artillery. Lieut. Collier, Royal Marine Brigade. Lieut. Carrington, Royal Marine Brigade Lieut. Smith, Royal Marine Brigade.

Lieut. Perceval, Fury, slightly. Total Killed and Wounded, in-British, 464; Freich, 4 killed and 10 wounded, in-cluding Capt. Tricault (Du Chayla), wounded in the

TOTAL OF MARINE BRIGADE ONLY. Wounder Officers...... Killed.

"Since our issue of the 9th the Hon. F. W. Bruce and M. de Bourboulon, the Ministers of Eogland and France, with their suites, have arrived in Shang, the former in the Coromandel, the latter in the Da